

## Section 2. CUSTOMS NOTIFICATION AND ADIZ REQUIREMENTS

### 7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS

Specific flight plan, Customs, and other requirements of individual countries are listed in the FAA International Flight Information Manual, IFIM.

### 7-2-2. INBOUND PRIVATE AIRCRAFT: CUSTOMS REQUIREMENTS

a. All private aircraft entering U.S. Airspace from a foreign port must provide at least 1 hour advance notice to Customs at the point of first intended landing. Pilots participating in the General Aviation Telephonic Entry (GATE) program are responsible for notifying Customs within the time frame specified by that program. Private aircraft arriving from the following location shall furnish a notice of intended arrival to Customs at the nearest designated airport to point of crossing for the first landing in the U.S.

1. Via the U.S./Mexican border or the Pacific Coast from a foreign place in the Western Hemisphere south of 33 degrees north latitude.

2. From the Gulf of Mexico and Atlantic Coasts from a place in the Western Hemisphere south of 30 degrees north latitude from any place in Mexico.

3. From the U.S. Virgin Islands.

4. From Puerto Rico, which if from Puerto Rico, are conducting VFR flight.

b. This notice must be given at least 1 hour before crossing the U.S. coastline or border. The advance notice of arrival shall include the following:

1. Aircraft registration number.
2. Name of aircraft commander.
3. Number of U.S. citizen passengers.
4. Number of alien passengers.
5. Place of last departure.
6. Estimated time and location of crossing U.S. border/coastline.
7. Estimated time of arrival.
8. Name of intended U.S. airport of first landing.

c. This notice may be furnished directly to Customs by telephone, radio, or other means, or may be furnished through the FAA to Customs.

#### REFERENCE-

*U.S. Customs Guide for Private Flyers.*

d. When Customs flight notification service is requested, as indicated by inclusion of ADCUS in remarks, deliver the complete message to the associated Customs office as soon as practical. Relay additional or amended information to Customs in order to properly comply with Customs requirements; e.g., when actual arrival time varies from ETA by more than 15 minutes.

1. Provide the service only for those airports where availability is advertised in the AFD or when requested by GATE participants on flight notification messages. Pilots are responsible for making their own Customs arrangements for other airports.

2. Notify only the Customs office which, in turn, is responsible for notifying other inspection agencies concerned.

e. Prefiled Customs notification requests for flights returning to the U.S. shall be delivered to Customs not earlier than 23 hours in advance.

f. When an airborne aircraft identifies an airport of first intended landing that is not one of the designated airports, and the pilot is not a GATE participant, advise the pilot that this airport is not a designated airport of first landing.

#### PHRASEOLOGY-

**ARE YOU A GATE PARTICIPANT?**

And if appropriate

**BE ADVISED THAT YOUR DESTINATION IS NOT A U.S. CUSTOMS DESIGNATED FIRST LANDING AIRPORT. WHAT ARE YOUR INTENTIONS?**

#### NOTE-

*If a pilot insists on landing at a nondesignated airport, pass this information to nearest U.S. Customs office.*

g. When a flight notification message containing ADCUS in remarks identifies a nondesignated airport of first intended landing, and the pilot is not a GATE participant, notify the message originator to advise the pilot that the filed destination is not a designated airport.

#### PHRASEOLOGY-

**ADVISE (aircraft identification) THAT THE FILED DESTINATION IS NOT A U.S. CUSTOMS DESIGNATED FIRST LANDING AIRPORT.**

**NOTE-**

*The FAA role in this program is advisory only. Any appearance of action of enforcing compliance shall be avoided. Any questions should be directed to the U.S. Customs Service.*

h. AIS Facilities. Record the time of receipt of Customs requests. This time will constitute evidence of the pilot's intention to comply with Customs, Immigration, and Public Health requirements and will be made available upon request from these authorities.

**7-2-3. INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS**

a. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that person has filed a flight plan with an appropriate aeronautical facility.

b. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that aircraft is equipped with a coded radar beacon transponder and automatic pressure altitude reporting equipment having altitude reporting capability that automatically replies to interrogations by transmitting pressure altitude information in 100-foot increments.

**NOTE-**

*This paragraph does not apply to the operation of an aircraft which was not originally certificated with an engine-driven electrical system and which has not subsequently been certified with such a system installed; e.g., a balloon or glider.*

c. Pilots of aircraft entering the United States through an ADIZ are required to comply with the provisions of 14 CFR Sections 99.17 and 99.19.

d. Forward information on DVFR aircraft inbound to the U.S. to the appropriate ARTCC facility via NADIN or interphone. Forward actual departure times by interphone. Forward the following information:

1. Aircraft call sign.
2. Number of aircraft.
3. Type of aircraft.
4. Altitude.
5. True airspeed.
6. Time of departure.
7. Point of departure.
8. Route of flight.
9. Destination.

10. Remarks. Estimated time and point of penetration of ADIZ, position reports, revisions to position reports for penetration point, other information deemed necessary for the security control of air traffic.

**NOTE-**

*Further information on ADIZ requirements are contained in 14 CFR Part 99.*